

CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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The following vehicles have been developed for the Transport Department of the Buero fuer Wirtschaftsfragen (BfW) during the year 1952:

- a. A light car "P1" suitable for cross-country (Gelaendegaengig). It is a bucket seat vehicle and is mostly made up from parts of the BMW type 340 including the engine. This vehicle is being manufactured at the BMW Works in Eisenach which will deliver 60 of this type in November 1952 and 100 in December 1952.
- b. A heavy car "H1" suitable for cross-country purposes. This vehicle is being manufactured at the Framo Works, and 152 of this type of vehicle should be delivered by the end of 1952, but in spite of this it is estimated that, at the most, 100 will be ready at the end of the year. This vehicle will probably become obsolete during 1952, and it is likely that it will be replaced by the air-cooled all-wheel drive Phaenomen Granit 27. A decision on this will be given in due course by Willi Stoph, Minister of the Interior.
- c. A full-track KSO 5 is at present being tested and is showing great deficiencies. At the rear, where the crew sits, there is great heat and loud noise from the engine. This vehicle will probably not be built in 1953 but will be developed further or redesigned. Again a decision on this is expected from Minister Stoph.
- d. As a substitute for heavy artillery towing vehicles, 186 heavy agricultural towing vehicles (Schlepper) of the type "Staliner" are to be delivered from the Soviet Union and 86 have already arrived.

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A disadvantage is the low speed of this vehicle which is only 9 kph. However, to offset this a contract was given during the week of 2 to 8 November 1952 for the development of a half-tracked vehicle with a towing power of 12 tons and a speed of 50 kph.

- e. The motorcycle with sidecar will not be produced this year; instead, a contract was given out at the end of October 1952 for the building of the 750 cc BMW-type R75 with sidecar. Production of this vehicle is expected to reach 2,000 during the third and fourth quarters of 1953.

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